

other, they shot out and got across the line, with Hoxsey in the lead.

If it hadn't been for a rainstorm on high Hoxsey might have remained in the sky longer than he did and even flown higher than the 2,000 feet he reached. But when the rainstorm came along the Berry Wall of aviation took a running jump above the rainstorm as he had just had his clothes pressed. And above this rainstorm was still another, and so while he was floating in circles up around a mile or more without an umbrella in sight one stormy day after another came along. In the middle of it all the altitude hour came to an end and Hoxsey came back to where he had started.

But Johnstone here took a mean advantage of his friend and aviation schoolmate. Johnstone kept going right on up. For a long time the grand stands lost sight of him as miles away to the southeast he circled about. Then he came down, looked toward where his biograph (the instrument which measures the height attained) should have been and suddenly remembered that he had forgotten to attach a biograph to his machine.

That was the time that the Wright camp received Johnstone with so much pleasure. When Wilbur Wright learned of the lack of a biograph and the consequent futility of the flight he conversed gently but earnestly with his pupil for a few moments. And as a punishment Mr. Johnstone was told that just for that he must go right out and break the American record before dinner.

THE START FOR THE RECORD

Passing in front of Hoxsey, Johnstone climbed into his machine. Grey clouds now were rolling in from the Jersey factories, where clouds and rain are made, but the wind was lessening a bit as Johnstone started toward them. Then he started up in long spirals and continued to go up. As he climbed, the big Antoinette that Latham flies for France started aloft also. But Johnstone had a start on the climbers below him and in a very little while he had all the sky between Jamaica, Long Island, and Jamaica, West Indies, quite to himself—the high spots anyway.

The spatter of rain that hit upturned faces between 3:30 and 4 o'clock as the crowd looked up and southeast toward the Johnstone speck got to Johnstone before it drove the crowd to cover. At first it was just a fine drizzle up where he sailed, hardly thick enough to conceal him entirely from the watchers below. But as he got up toward his record mark the rain changed to wet snow on his goggles.

SNOW AND COLD HALTED HIM.

Then the snow began to freeze in a crust on the goggles and he had to watch for a steady moment to pull them off. By this time the wind and cold snow were almost a mile and a half above the real estate that left him blinded and numb and the storm wasn't helping his engines. The engines still were working, but Johnstone's muscles were atrophied by the quivering hour. If muscles give out the aeroplane falls, and it is no help to fall into a snowbank if the snowbank is in the neighborhood of a mile and a half in the air.

As he started finally toward the earth, he slid into weather that blotted him entirely from view. Even again the speck, sliding southeast, would seem vaguely into view working all the time into the lower sky of the northeast. At a height of about 4,000 feet and to the east of the aviation field Johnstone dived out of a mist bank with his engine throttled down, and he finished his flight with a long volplane dive to a spot a few feet from his starting point.

The Lesseps has the record of the day. remarked Hoxsey as Johnstone was climbing out of his machine.

DE LESSEPS MADE CURET.

"Yes, and you have the curet," retorted Johnstone to his aviation schoolmate, sauntering back to his camp and coffee. But De Lesseps didn't have the record. The Count earlier had tried for altitude in his Blériot, but at a height of 6,000 feet he began to lose his bearings in the fog and rain and fell. Below him, as the Lesseps said later, he saw three or four tracks and when he at last saw where he was the Belmont track he dropped beside the dropping was good.

Yesterday was free from accidents of any kind, but for a long time after Drexel and McMurtry in their Blériots and McDuffy in a Curtiss started out on the daily cross-country flight to round the anchored balloon near the Meadow Brook Hunt Club house ten miles to the south east of the aviation field there were several fogs in grand stands and on the field as dark as mud with no news from the fliers.

FEARS FOR THE DISTANCE FLIER.

James Radley, the English flier, had started out at about the same time as Drexel and McMurtry, but after 15 minutes and 42 seconds after Radley left he had returned from the twenty mile flight to report that he had seen nothing of his unsuccessful rivals. As the darkness increased the curiosity to be the first to sight the returning fliers changed to alarm. Mr. and Mrs. Anthony J. Drexel and a few of their friends who had got permission to cross to the Drexel hangar showed their anxiety more and more as the absence of their aviating relative lengthened to a time which made it evident that Drexel and the others had either lost their way or had met with an accident.

Out of the gathering gloom in the east shortly after 5 o'clock came a pattering and then a vague form that proved to be McMurtry's Blériot. He had been gone an hour and had flown between forty-five and fifty miles continuously because he was unable to locate the balloon which marks the without limit of the flight. He had seen nothing of Drexel or McDuffy he said.

Darkness and the end of the day while went most of the crowd homeward still ignorant of whether or not McDuffy and Drexel had come to grief. As the last of the crowd was leaving McDuffy called up the judges' stand from down Rockville Centre way, and Drexel forth released, answered a few minutes later, or calling up from the same general direction as McDuffy had called. The balloon in the east was seen, and they were relieved. They had seen nothing of Drexel or McDuffy he said.

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suddenly to sail for a short distance into the north on an even keel and then swoop downward of a sudden at an angle nearer 90 degrees than nervous folks care to see. At the end of a preliminary dive of several hundred feet the big eagle was brought up sharp by the aviator, so sharp that even with a dead engine it seemed to rise again for a few feet before beginning to fall nose down at the far off trees again. The beam end spirals of Hoxsey, who was descending from a height of more than 4,000 feet in steep spirals over the middle of the field, were forgotten in the thrill of watching the Antoinette dive earthward.

As the treetops off to the east and northeast began to come between the Antoinette and the crowd Latham switched from heading volplane to beam end spirals that were just as unerring to look at. Then the distant grove of oaks became a curtain and he was lost to the crowd as he headed for the earth some place east of the far turning point of the two and a half kilometer or short course around which all events but the international speed race of next Saturday are flown.

LANDED OUTSIDE THE PARK

Latham picked out a potato patch at Floral Park, which is inside the international course but outside the Belmont Park fence, and as he came to earth inside the long course limits his altitude climb is credited to him. Sticking out below and beyond the prow of the racing shell body of the Antoinette is a stout stick that looks like an overgrown shepherd's crook. The shepherd's crook dug up the left over potatoes of the patch too anxiously and the stick broke. The Antoinette otherwise was unharmed.

Mechanics from the Latham hangar already were hurrying toward their skipper with a new stick stuck up from an auto. Pinkertons stationed near the eastern boundaries of the long course had looked around the French aviator as he descended and with Latham in the lead they carried the Antoinette into a road nearby. At the point selected the road drops into a gulley and so when the mechanics arrived in the motor car they had to hitch the aeroplane to the automobile to drag the Antoinette to the top of the hill for repairs and a fresh start back to the field.

All of which, the Frenchmen said upon their return, bears out the objections as to landing spots along the international course. The potato patch and the broken crook, they said, are good examples of what the course is like. But all came out well and as dusk was falling the crowd saw the Antoinette again loom in the east and head for the centre of the field. The crowd broke loose with applause as the Antoinette came back to them, sailing around the course before settling down, with blue spirals of flame shooting from the exhausts of the engine up against the darkening sky.

ALLAN RYAN TRIES A FLIGHT

Just before the Antoinette "came back" Allan Ryan, chairman of the committee on arrangements and candidate for the post of president of the Aero Club of America, started in on Hoxsey's two family Wright biplane. It was Mr. Ryan's first flight, but last night he announced that it will not be his last. He is going to start in immediately, today if possible, to take his first lesson in running a Wright machine. As pupils have started to fly since Hoxsey's six lessons of twenty minutes each, Mr. Ryan may master it all before the week is out.

Reporters who thought that perhaps Mr. Ryan's announcement that he is going to take up flying as a sport was merely the result of his first moments of enthusiasm upon landing asked him if he were serious in his intention.

"I certainly am," he answered. "If it is possible I shall start in tomorrow morning before the official events begin. I know it must be a fine thing to do. I never knew there was so much fun in it. I was this side of flying with a gold bar to wing until I went around the course a few times with Hoxsey. Mr. Wright," continued the manager of the meet, "I'm your newest pupil if you'll have me."

"But our newest pupils are going up more than 7,000 feet these days," laughed Wilbur Wright with pardonable pride. "You'll have to make like that, you know."

"Well, I'll do it," answered Mr. Ryan. And he started in immediately to talk the matter of lessons over in detail.

BISHOP AND DE LESSEPS' CLASH.

Just about the same time and not far from where the presidential candidate of the Aero Club, Mr. Ryan, was talking with Wilbur and Orville Wright the retiring president, Cortlandt Field Bishop, was having a conversation with another aviator, Count de Lesseps, which was so dissimilar to the Ryan-Wright confab that for a time it looked as if somebody was going to start something.

It began when Mr. Bishop told a group near the De Lesseps hangar that the Count, who was about to take up Mrs. Eustice as a passenger in his Blériot, had received from Mrs. Eustice a certified check of \$2,000 in payment for her air trip. Some one sought to verify this by asking the Count if \$2,000 were the correct amount.

The Count had to have the question carefully explained to him in French. He waited just long enough thoroughly to grasp it all and he started on a run down along the hangars to locate his questioner's authority, Mr. Bishop.

"Did you say," demanded Count de Lesseps in French, shaking his fists up and down, "that I am charging Mrs. Eustice, my sister's friend, \$2,000 to take her as a passenger?"

"I did not," answered Mr. Bishop. "You did. You told me, Mr. Bishop."

That is literally true.

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FIERS FOR RADLEY'S SPEED.

Radley jumped into the raindrops first, made a couple of circuits and then shot over the starting strip with a true keel to the crowd.

"What's the matter with the other starters?" everybody wanted to know when a few minutes went by and no other planes starting time was announced. While the guessing was going on the megaphone man delivered this news: "A wireless message from the captive balloon Radley circled at 4:14."

That brought them up to their feet, because they thought he had hardly disappeared in the mist before this bulletin was read and when the announcer told his starting time, 4:07 at three weeks up to the fact that the Englishman in blade racer, with Orville Wright as skipper.

Just before the Count and Mrs. Eustice sailed aloft yesterday afternoon Graham, who gave up his attempts for prize weight of the heavier engine at his right, an aerial taxicab for his biograph.

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Genuine Shetlands, Harris Tweeds, Real Irish Homespuns, all imported, together with specialties from the foremost American manufacturers.

ESTABLISHED OVER HALF A CENTURY

his clean cut swallow had been going down the wind like blue blazes.

"Do you realize what that means?" they asked one another. "That is ten miles in less than six minutes and a half."

Perhaps it wasn't quite as fast as that, because there was no way of telling that the people at the end of the first leg, the precisely of the end of the first leg, but it couldn't have been much slower either, for just a flicker after Moscan went dancing over the tape some one shouted "Here comes Radley!" and in another minute he had circled the field and was holding up a jubilant hand as he crossed the finish. It was 19 minutes and a fraction over 18 seconds for the twenty.

Hoxsey and Johnstone, on their homeward trips from very tall levels, came down spiral staircases and great was the joy of the watchers. Sometimes it looked as if they were aiming straight at destruction. Latham before he took his involuntary heart stopper took one or two rises upward and to the right until he seemed to be leaning backward. And these things had the polo coach folks jumping up and down and had a lot of people gasping. Incidentally, when Latham jumped back into the field after his pause outside, the announcer brought out a hearty reception for him.

HOW TO GET THE MACHINES NEAR BY.

Hoxsey made very good with the air and so did Johnstone when they held up their hands to the crowd after their altitude performances. And then Hoxsey put on one of his best tricks. He climbed out of his plane just across the track and left the propellers fanning gently and walked away. Having it trained to stand with a little bit of a nod, he seemed to be a bad one. Nothing seemed to be so welcome as having the fliers, machine and man, brought right up where they could be inspected. And the folks liked to be taken into the av